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SEVERAL CITIES are courting Piaggio Aircraft, offering manufacturing sites if the company decides to move from its present facility in Wichita (BA, Jan. 30/34). Piaggio officials said they have been contacted by representatives of Tucson, Ariz., several Texas cities and Wichita about possible new factory sites. The present Piaggio facility in Wichita is not large enough to accommodate final assembly/completion operations and does not have airport access.

AIRCRAFT OWNERS AND PILOTS ASSOCIATION feels so strongly about FAA's proposed "veil" rule around Terminal Control Areas it is spending nearly $90,000 for a special mailing to all 284,000 members asking them to write FAA and members of Congress in support of AOPA's "buffer" amendment that would limit the areas in which Mode C altitude-encoding transponders will be required.

FAA ADMINISTRATOR Allan McArtor, in the second portion of an exclusive interview with BUSINESS AVIATION, discusses DOT's interference in FAA rulemaking and the need for a national airport noise and capacity policy. The interview appears on the back of Pages 42-45.

PRIZES AT CONVENTIONS aren't unusual, but the National Air Transportation Association has come up with something special for those who play in its First Annual Post-Convention Golf Tournament. Persons attending this year's convention in Nashville who participate in the golf tournament will have a chance to win $100,000 for a hole-in-one on a designated hole.

USAF ISSUES DRAFT RFP FOR 211 BUSINESS JETS FOR TTTS REQUIREMENT

U.S. Air Force last week issued its long-awaited draft Request For Proposals (RFP) for aircraft to satisfy its Tanker Transport Training System (TTTS) requirement, a program that could result in the largest single fleet acquisition of business jets in the industry's history.

USAF said it wants to acquire approximately "211 commercial derivative, twin-engine turbofan business-type jet aircraft, up to 14 simulators, other training devices, support equipment, spare parts, courseware, engineering data, technical manuals and contractor logistics support necessary to perform Air Training Command's Specialized Undergraduate Pilot Training." Contract is valued at approximately $1.5 billion.

Last week's initial RFP said potential bidders must have the capability to supply an FAA Part 25 certified, or equivalent, aircraft and associated Phase II simulators. Candidate aircraft must be type certified when the company makes its proposal. Aircraft modifications necessary to meet mission requirements must be covered under a Supplemental Type Certificate (STC) upon delivery.

The Air Force said release of a formal RFP "is anticipated by June 1989," but noted that "funds necessary to award a contract have not been released." The final budget proposal submitted to Congress by the Reagan Administration requests $151 million for TTTS in fiscal 1990 and $180.7 million in fiscal 1991, but those figures are subject to change by the Bush Administration and Congress.

TTTS is one of three elements in the Air Force's Specialized Undergraduate Pilot Training (SUPT) program. SUPT is a dual track program which separates trainees into bomber-fighter and tanker-transport paths for advanced training before they undergo a common primary phase. Other elements are the Primary Aircraft Training System (PATS), designed as an off-the-shelf trainer to replace the T-

(Continued on the following page)

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BUSINESS AVIATION BRIEFS

SAMUEL SKINNER was unanimously confirmed by the U.S. Senate last week as Secretary of Transportation. He is scheduled to be sworn in by President Bush this afternoon in a ceremony in the FAA Headquarters building in Washington.

* * *

MOONEY AIRCRAFT CORP. introduced a new model last week, the Mooney TLS, which is powered by a 270-horsepower Lycoming TIO-540-AF1A engine equipped with an AiResearch turbocharger. The new aircraft, equipped with a three-bladed propeller, will have a maximum speed of 223 knots true airspeed at its service ceiling of 25,000 feet. Airframe is a derivative of the Mooney M20-L.

* * *

U.S. COURT OF APPEALS has rejected an appeal by the National Air Transportation Association which sought to overturn FAA's controversial rule requiring installation of fire-blocking materials in aircraft operated under Part 135.

* * *

FORMATION of the Business Air Transportation Council by five organizations including the National Business Aircraft Association was announced last week. BATC is designed to "provide a unified business voice on aviation matters both on Capitol Hill and with the new Administration" and to "provide a tightly focused forum for policy discussion among the consumers of business aviation services." Other members include the: National Passenger Traffic Association; National Association of Manufacturers; U.S. Chamber of Commerce; and, National Industrial Transportation League.

* * *

PRESIDENTIAL AIRWAYS is trimming back scheduled BAe-146 operations and is expected to wet-lease two of eight of the aircraft to an undisclosed carrier for three months. At the same time, the Washington Dulles-based United Express carrier has added two Jetstream 31s, bringing total number of that model in its fleet to nine. Company also is considering several cost-cutting options including a temporary 10 percent pay cut for airline executives.

* * *

AIRPORT AND AIRWAY TRUST FUND had a balance of $11.2 billion at the end of November, the most recent period for which figures are available. A Treasury Department chart detailing the status of the Trust Fund is printed on the back of Page 46.

* * *

NATIONAL TRANSPORTATION SAFETY BOARD concluded last week that prior cocaine use by the captain of a Trans-Colorado Metro III that crashed Jan. 19, 1988, killing nine, was at least a contributing factor in the accident. An NTSB toxicologist, Merritt Birky, said levels of the drug found in the captain's system were consistent with cocaine use between 10 and 24 hours before the crash. An NTSB spokesman said it was the first time the agency found cocaine to be a contributing factor in a fatal crash involving a regularly scheduled commercial passenger flight.

* * *

AMERIFLIGHT, INC., Burbank, Calif., placed its 100th aircraft in service last week. The aircraft is also the company's 17th Beech 99 and Ameriflight officials said they plan to add seven Beech C99s to the fleet in the first quarter of this year. Ameriflight, founded in 1968 as California Air Charter, provides small package freight service for financial institutions and businesses and priority freight forwarding companies. The company's fleet ranges from Falcon 20s and Learjets through Twin Otters, Cessna Caravans and single-engine Piper models.

* * *

MILLION AIR said three executives of the Dallas-based FBO chain have been promoted to new positions. Barry W. Wilson, who had been executive vice president, was named president. Louis T. Pepper and Steve M. Wilson were named senior vice presidents. Pepper will continue as chief marketing officer, Barry Wilson will continue to serve as chief financial officer and Steve Wilson will remain in charge of the aircraft sales division.

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STATUS OF AIRPORT & AIRWAY TRUST FUND

NOVEMBER 30, 1988

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$ 11,310,536,391.00	$ 11,120,172,502.40
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	6,230,000.00	12,925,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	218,000.00	450,000.00
2. Non-commercial 9 cents tax	2,716,000.00	5,507,000.00
3. Non-commercial 3 cents tax	875,000.00	1,774,000.00
4. Transp by air,seats,berths,etc.	227,710,000.00	465,911,000.00
Use of international trav fac	8,506,000.00	18,136,000.00
Transp of property and cargo	13,808,000.00	28,550,000.00
Total Tax Receipts	260,063,000.00	533,253,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	0.00	0.00
2. Any liquid fuel except gas	80,019,470.00	80,019,470.00
3. Gasoline -Retailer's tax	2,540.00	2,540.00
4. Gasoline -Manufac. tax	0.00	0.00
Total Reimburse For Tax Refunds	80,022,010.00	80,022,010.00
Net Tax Receipts	180,040,990.00	453,230,990.00
C. Interest on Investments	14,806,783.13	14,806,783.13
Net Receipts	194,847,773.13	468,037,773.13
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	0.00	-25.00
2. Grants-in-aid for airports	98,616,544.87	151,101,429.80
3. Facilities & equipment	106,627,338.55	130,882,229.79
4. Research engineering & development	22,159,015.72	28,245,375.95
B. NOAA weather services	0.00	0.00
C. Interest on Refund of Taxes	0.00	0.00
Total Expenditures	227,402,899.14	310,229,010.54
IV. BALANCE - END OF PERIOD	11,277,981,264.99	11,277,981,264.99
ASSETS :		
Undisbursed Balances:		$
Airport & Airway Trust Fund	556.92	
Operations	4,285,474.41	
Grants-in-aid for Airports	-3,161,200.48	
Facilities & Equipment	34,780,144.02	
Research Engineering & Development	-5,377,709.88	
NOAA weather services	0.00	
		$ 30,527,264.99
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
8-5/8% maturing JUNE 30, 1989	$ 10,714,200,000.00	
8-3/4% maturing JUNE 30, 1989	533,254,000.00	
		11,247,454,000.00
Total Assets		11,277,981,264.99
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		$ 11,277,981,264.99
Total Liabilities and Equity		11,277,981,264.99